

## Coast Guard, DHS

Pt. 167

(2) *Unimak Pass Safety Fairway.* (i) *East/West Safety Fairway.* The area enclosed by rhumb lines joining points at:

Latitude	Longitude
54°25'58" N	165°42'24" W
54°22'50" N	165°06'54" W
54°22'10" N	164°59'29" W
54°07'58" N	162°19'25" W
54°04'02" N	162°20'35" W
54°22'02" N	165°43'36" W

(ii) *North/South Safety Fairway.* The area enclosed by rhumb lines joining points at:

Latitude	Longitude
54°42'28" N	165°16'19" W
54°43'32" N	165°09'41" W
54°22'50" N	165°06'54" W
54°22'10" N	164°59'29" W

[CGD 81-103, 51 FR 43349, Dec. 2, 1986]

### § 166.500 Areas along the Atlantic Coast.

(a) *Purpose.* Fairways, as described in this section are established to control the erection of structures therein to provide safe vessel routes along the Atlantic Coast.

(b) *Designated Areas—(1) Off New York Shipping Safety Fairway.* (i) Ambrose to Nantucket Safety Fairway. The area enclosed by rhumb lines, [North American Datum of 1927 (NAD-27)] joining points at:

Latitude	Longitude
40°32'20" N	73°04'57" W
40°30'58" N	72°58'25" W
40°34'07" N	70°19'23" W
40°35'37" N	70°14'09" W
40°30'37" N	70°14'00" W
40°32'07" N	70°19'19" W
40°28'58" N	72°58'25" W
40°27'20" N	73°04'57" W

(ii) *Nantucket to Ambrose Safety Fairway.* The area enclosed by rhumb lines, NAD-27, joining point at:

Latitude	Longitude
28°54'33" N	89°26'07" W
40°24'20" N	73°04'58" W
40°22'58" N	72°58'26" W
40°26'07" N	70°19'09" W
40°27'37" N	70°13'46" W
40°22'37" N	70°13'36" W
40°24'07" N	70°19'05" W
40°20'58" N	72°58'26" W
40°19'20" N	73°04'58" W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987; 52 FR 36248, Sept. 28, 1987]

## PART 167—OFFSHORE TRAFFIC SEPARATION SCHEMES

### Subpart A—General

Sec.

- 167.1 Purpose.
- 167.3 Geographic coordinates.
- 167.5 Definitions.
- 167.10 Operating rules.
- 167.15 Modification of schemes.

### Subpart B—Description of Traffic Separation Schemes and Precautionary Areas

- 167.50 In the approaches to Portland, ME: General.
- 167.51 In the approaches to Portland, ME: Precautionary area.
- 167.52 In the approaches to Portland, ME: Eastern approach.
- 167.53 In the approaches to Portland, ME: Southern approach.
- 167.75 In the approach to Boston, MA: General.
- 167.76 In the approach to Boston, MA: Precautionary areas.
- 167.77 In the approach to Boston, MA: Traffic separation scheme.
- 167.100 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: General.
- 167.101 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: Precautionary areas.
- 167.102 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: Narragansett Bay approach.
- 167.103 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: Buzzards Bay approach.

### ATLANTIC EAST COAST

- 167.150 Off New York Traffic Separation Scheme: General.
- 167.151 Off New York: Precautionary areas.
- 167.152 Off New York: Eastern approach, off Nantucket.
- 167.153 Off New York: Eastern approach.
- 167.154 Off New York: South-eastern approach.
- 167.155 Off New York: Southern approach.
- 167.170 Off Delaware Bay Approach Traffic Separation Scheme: General.
- 167.171 Off Delaware Bay: Eastern approach.
- 167.172 Off Delaware Bay: Southeastern approach.
- 167.173 Off Delaware Bay: Two-Way Traffic Route.
- 167.174 Off Delaware Bay: Precautionary area.
- 167.200 In the approaches to Chesapeake Bay Traffic Separation Scheme: General.

## § 167.1

- 167.201 In the approaches to Chesapeake Bay: Precautionary area.
- 167.202 In the approaches to Chesapeake Bay: Eastern approach.
- 167.203 In the approaches to Chesapeake Bay: Southern approach.
- 167.250 In the approaches to the Cape Fear River: General.
- 167.251 In the approaches to the Cape Fear River: Precautionary area.
- 167.252 In the approaches to the Cape Fear River: Traffic separation scheme.

### ATLANTIC GULF COAST

- 167.350 In the approaches to Galveston Bay Traffic Separation Scheme and precautionary areas.

### PACIFIC WEST COAST

- 167.400 Off San Francisco Traffic Separation Scheme: General.
- 167.401 Off San Francisco: Precautionary area.
- 167.402 Off San Francisco: Northern approach.
- 167.403 Off San Francisco: Southern approach.
- 167.404 Off San Francisco: Western approach.
- 167.405 Off San Francisco: Main ship channel.
- 167.406 Off San Francisco: Area to be avoided.
- 167.450 In the Santa Barbara Channel Traffic Separation Scheme: General.
- 167.451 In the Santa Barbara Channel: Between Point Vicente and Point Conception.
- 167.452 In the Santa Barbara Channel: Between Point Conception and Point Arguello.
- 167.500 In the approaches to Los Angeles-Long Beach Traffic Separation Scheme: General.
- 167.501 In the approaches to Los Angeles/Long Beach: Precautionary area.
- 167.502 In the approaches to Los Angeles-Long Beach: Western approach.
- 167.503 In the approaches to Los Angeles-Long Beach TSS: Southern approach.
- 167.1300 In the approaches to the Strait of Juan de Fuca: General.
- 167.1301 In the approaches to the Strait of Juan de Fuca: Western approach.
- 167.1302 In the approaches to the Strait of Juan de Fuca: Southwestern approach.
- 167.1303 In the approaches to the Strait of Juan de Fuca: Precautionary area "JF."
- 167.1310 In the Strait of Juan de Fuca: General.
- 167.1311 In the Strait of Juan de Fuca: Western lanes.
- 167.1312 In the Strait of Juan de Fuca: Southern lanes.
- 167.1313 In the Strait of Juan de Fuca: Northern lanes.

## 33 CFR Ch. I (7–1–12 Edition)

- 167.1314 In the Strait of Juan de Fuca: Eastern lanes.
- 167.1315 In the Strait of Juan de Fuca: Precautionary area "PA."
- 167.1320 In Puget Sound and its approaches: General.
- 167.1321 In Puget Sound and its approaches: Rosario Strait.
- 167.1322 In Puget Sound and its approaches: Approaches to Puget Sound other than Rosario Strait.
- 167.1323 In Puget Sound and its approaches: Puget Sound.
- 167.1330 In Haro Strait, Boundary Pass, and the Strait of Georgia: General.
- 167.1331 In Haro Strait and Boundary Pass.
- 167.1332 In the Strait of Georgia.
- 167.1700 In Prince William Sound: General.
- 167.1701 In Prince William Sound: Precautionary areas.
- 167.1702 In Prince William Sound: Prince William Sound Traffic
- 167.1703 In Prince William Sound: Valdez Arm Traffic Separation Scheme.

AUTHORITY: 33 U.S.C. 1223; Department of Homeland Security Delegation No. 0170.0.

SOURCE: CGD 81–080, 48 FR 36456, Aug. 11, 1983, unless otherwise noted.

## Subpart A—General

### § 167.1 Purpose.

The purpose of the regulations in this part is to establish and designate traffic separation schemes and precautionary areas to provide access routes for vessels proceeding to and from U.S. ports.

### § 167.3 Geographic coordinates.

Geographic coordinates are defined using North American 1927 Datum (NAD 27) unless indicated otherwise.

[CGD 90–039, 59 FR 21937, Apr. 28, 1994]

### § 167.5 Definitions.

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

(b) *Traffic separation scheme* (TSS) means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(c) *Traffic lane* means an area within defined limits in which one-way traffic

## Coast Guard, DHS

## § 167.52

is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(d) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(e) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

[CGD 81-080, 48 FR 36456, Aug. 11, 1983; 49 FR 15548, Apr. 19, 1984, as amended by CGD 90-039, 59 FR 21937, Apr. 28, 1994; CGD 97-004, 65 FR 12945, Mar. 10, 2000; USCG-1999-5700, 65 FR 46605, July 31, 2000]

### § 167.10 Operating rules.

The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

### § 167.15 Modification of schemes.

(a) A traffic separation scheme or precautionary area described in this part may be permanently amended in accordance with 33 U.S.C. 1223 (92 Stat. 1473), and with international agreements.

(b) A traffic separation scheme or precautionary area in this part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Pre-

venting Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the FEDERAL REGISTER. Requests by members of the public for temporary adjustments to traffic separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

## Subpart B—Description of Traffic Separation Schemes and Precautionary Areas

### § 167.50 In the approaches to Portland, ME: General.

The traffic separation scheme in the approaches to Portland, ME, consists of three parts: A precautionary area, an Eastern approach and a Southern approach. The specific areas in the traffic separation scheme in the approaches to Portland, ME, are described in §§ 167.51 through 167.53.

[USCG-2010-0718, 75 FR 77533, Dec. 13, 2010]

### § 167.51 In the approaches to Portland, ME: Precautionary area.

A precautionary area is established with a radius of 5.45 miles centered upon geographical position 43°31.60' N, 70°05.53' W, the areas within separation zones and traffic lanes excluded.

[USCG-2010-0718, 75 FR 77533, Dec. 13, 2010]

### § 167.52 In the approaches to Portland, ME: Eastern approach.

(a) A separation zone 1 mile wide is established and is centered upon the following geographical positions:

Latitude	Longitude
43°30.18' N .....	069°59.17' W.

### § 167.53

Latitude	Longitude
43°24.28' N .....	069°32.70' W.

(b) A traffic lane ½ miles wide is established on each side of the separation zone.

[USCG–2010–0718, 75 FR 77533, Dec. 13, 2010]

### § 167.53 In the approaches to Portland, ME: Southern approach.

(a) A separation zone 1 mile wide is established and is centered upon the following geographical positions:

Latitude	Longitude
43°27.00' N .....	70°03.48' W.
43°07.82' N .....	69°54.95' W.

(b) A traffic lane 1½ mile wide is established on each side of the separation zone.

[USCG–2010–0718, 75 FR 77533, Dec. 13, 2010]

### § 167.75 In the approach to Boston, MA: General.

The traffic separation scheme (TSS) in the approach to Boston, MA, consists of three parts: Two precautionary areas and a TSS. The specific areas in the TSS in the approach to Boston, MA, are described in §§167.76 and 167.77. The geographic coordinates in §§167.76 and 167.77 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

[USCG–2010–0718, 75 FR 77533, Dec. 13, 2010]

### § 167.76 In the approach to Boston, MA: Precautionary areas.

(a) A precautionary area is established with a radius of 6.17 nautical miles centered upon geographical position 42°22.71' N, 70°46.97' W.

(b) (1) A precautionary area is established and is bounded to the east by a circle of radius 15.5 miles, centered upon geographical position 40°35.01' N, 68°59.96' W, intersected by the traffic separation schemes in the approach to Boston, MA, and Eastern approach, off Nantucket (part II of the TSS off New York) at the following geographical positions:

Latitude	Longitude
40°50.47' N .....	68°58.67' W.
40°23.75' N .....	69°13.95' W.

### 33 CFR Ch. I (7–1–12 Edition)

(2) The precautionary area is bounded to the west by a line connecting the two TSSs between the following geographical positions:

Latitude	Longitude
40°48.03' N .....	69°02.95' W.
40°36.76' N .....	69°15.13' W.

[USCG–2010–0718, 75 FR 77534, Dec. 13, 2010]

### § 167.77 In the approach to Boston, MA: Traffic separation scheme.

(a) A separation zone 1 mile wide is established and is centered upon the following geographic positions:

Latitude	Longitude
42°20.73' N .....	70°39.06' W.
42°18.28' N .....	70°01.14' W.
40°49.25' N .....	69°00.81' W.

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°50.47' N .....	68°58.67' W.
42°20.17' N .....	69°59.40' W.
42°22.71' N .....	70°38.62' W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
42°18.82' N .....	70°40.49' W.
42°16.39' N .....	70°02.88' W.
40°48.03' N .....	69°02.95' W.

[USCG–2010–0718, 75 FR 77534, Dec. 13, 2010]

### § 167.100 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: General.

The traffic separation scheme in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, consists of four parts: Two precautionary areas and two approaches—a Narragansett approach and a Buzzards Bay approach. The specific areas in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, are described in §§167.101 through 167.103. The geographic coordinates in §§167.101 through 167.103 are defined using North American Datum

## Coast Guard, DHS

## § 167.151

1983 (NAD 83), which is equivalent to WGS 1984 datum.

[USCG–2010–0718, 75 FR 77534, Dec. 13, 2010]

### § 167.101 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: Precautionary areas.

(a) A precautionary area is established with a radius of 5.4 miles and is centered upon geographical position 41°06.00' N, 71°23.30' W.

(b) A precautionary area is established with a radius of 3.55 miles and is centered upon geographical position 41°25.60' N, 71°23.30' W.

[USCG–2010–0718, 75 FR 77534, Dec. 13, 2010]

### § 167.102 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: Narragansett Bay approach.

(a) A separation zone 2 miles wide is established and is centered upon the following geographical positions:

Latitude	Longitude
41°22.70' N .....	71°23.30' W.
41°11.10' N .....	71°23.30' W.

(b) A traffic lane 1 mile wide is established on each side of the separation zone.

[USCG–2010–0718, 75 FR 77534, Dec. 13, 2010]

### § 167.103 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: Buzzards Bay approach.

(a) A separation zone 1 mile wide is established and is centered upon the following geographical positions:

Latitude	Longitude
41°10.20' N .....	71°19.10' W.
41°21.80' N .....	71°07.10' W.

(b) A traffic lane 1 mile wide is established on each side of the separation zone.

NOTE TO § 167.103: A restricted area, 2 miles wide, extending from the southern limit of the Narragansett Bay approach traffic separation zone to latitude 41°24.70' N, has been established. The restricted area will only be closed to ship traffic by the Naval Underwater System Center during periods of daylight and optimum weather conditions for torpedo range usage. The closing of the restricted area will be indicated by the activation of a white strobe light mounted on Brenton Reef Light and controlled by a naval ship supporting the torpedo range ac-

tivities. There would be no ship restrictions expected during inclement weather or when the torpedo range is not in use.

[USCG–2010–0718, 75 FR 77534, Dec. 13, 2010]

## ATLANTIC EAST COAST

SOURCE: CGD 84–004, 52 FR 33589, Sept. 4, 1987, unless otherwise noted.

### § 167.150 Off New York Traffic Separation Scheme: General.

The specific areas in the Off New York Traffic Separation Scheme and Precautionary Areas are described in §§ 167.151, 167.152, 167.153, 167.154, and 167.155 of this chapter.

[CGD 84–004, 52 FR 33589, Sept. 4, 1987]

### § 167.151 Off New York: Precautionary areas.

(a) A circular precautionary area with a radius of 7 miles is established centered upon 40°27.50' N, 73°49.90' W.

(b) A precautionary area is established between the traffic separation scheme “Eastern Approach, off Nantucket” and the traffic separation scheme “In the Approach to Boston, Massachusetts.” (1) The precautionary area is bounded to the east by a circle of radius 15.5 miles, centered upon geographical position 40°35.00' N, 69°00.00' W, and is intersected by the traffic separation schemes “In the Approach to Boston, Massachusetts” and “Off New York” at the following geographic positions:

Latitude	Longitude
40°50.33' N	68°57.00' W
40°23.75' N	69°14.63' W

(2) The precautionary area is bounded to the west by a line connecting the two traffic separation schemes between the following geographical positions:

Latitude	Longitude
40°36.75' N	68°15.16' W
40°48.00' N	69°03.33' W

[CGD 84–004, 52 FR 33589, Sept. 4, 1987, as amended by USCG–2010–0351, 75 FR 36287, June 25, 2010]

## § 167.152

### § 167.152 Off New York: Eastern approach, off Nantucket.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
40°28.75' N	69°14.83' W
40°27.62' N	70°13.77' W
40°30.62' N	70°14.00' W
40°31.75' N	69°14.97' W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°36.75' N	69°15.17' W
40°35.62' N	70°14.15' W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°22.62' N	70°13.60' W
40°23.75' N	69°14.63' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987]

### § 167.153 Off New York: Eastern approach.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
40°24.33' N	73°04.97' W
40°24.20' N	73°11.50' W
40°26.00' N	73°40.93' W
40°27.00' N	73°40.75' W
40°27.20' N	73°11.50' W
40°27.33' N	73°04.95' W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°32.33' N	73°04.95' W
40°32.20' N	73°11.50' W
40°28.00' N	73°40.73' W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

## 33 CFR Ch. I (7-1-12 Edition)

Latitude	Longitude
40°25.05' N	73°41.32' W
40°19.20' N	73°11.50' W
40°19.33' N	73°04.97' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987]

### § 167.154 Off New York: South-eastern approach.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
40°03.10' N	73°17.93' W
40°06.50' N	73°22.73' W
40°22.45' N	73°43.55' W
40°23.20' N	73°42.70' W
40°08.72' N	73°20.10' W
40°05.32' N	73°15.28' W

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°08.98' N	73°10.87' W
40°12.42' N	73°15.67' W
40°24.02' N	73°41.97' W

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°21.82' N	73°44.55' W
40°02.80' N	73°27.15' W
39°59.43' N	73°22.35' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987, as amended by CGD 97-023, 62 FR 33365, June 19, 1997]

### § 167.155 Off New York: Southern approach.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
39°45.70' N	73°48.00' W
40°20.63' N	73°48.33' W
40°20.87' N	73°47.07' W
39°45.70' N	73°44.00' W

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

**Coast Guard, DHS**

Latitude	Longitude
39°45.70' N	73°37.70' W
40°21.25' N	73°45.85' W

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°20.53' N	73°49.65' W
39°45.70' N	73°54.40' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987, as amended by USCG-2010-0351, 75 FR 36287, June 25, 2010]

**§ 167.170 Off Delaware Bay Approach Traffic Separation Scheme: General.**

The Off Delaware Bay Approach Traffic Separation Scheme consists of four parts: an Eastern Approach, a South-eastern Approach, a Two-Way Traffic Route, and a Precautionary Area. The specific areas in the Off Delaware Bay Approach Traffic Separation Scheme and Precautionary Area are described in §§ 167.171 through 167.174.

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

**§ 167.171 Off Delaware Bay: Eastern approach.**

(a) A separation zone is established bounded by a line connecting the following geographic positions:

Latitude	Longitude
38°46.30' N	74°34.45' W
38°46.33' N	74°55.75' W
38°47.45' N	74°55.40' W
38°47.35' N	74°34.50' W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°48.32' N	74°55.30' W
38°49.80' N	74°34.60' W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°45.45' N	74°56.20' W

**§ 167.173**

Latitude	Longitude
38°44.45' N	74°34.35' W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

**§ 167.172 Off Delaware Bay: South-eastern approach.**

(a) A separation zone is established bounded by a line connecting the following geographic positions:

Latitude	Longitude
38°27.00' N	74°42.30' W
38°43.40' N	74°58.00' W
38°44.20' N	74°57.20' W
38°27.60' N	74°41.30' W

(b) A traffic lane for north-westbound traffic is established between separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°28.80' N	74°39.30' W
38°45.10' N	74°56.60' W

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°42.80' N	74°58.90' W
38°27.00' N	74°45.40' W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

**§ 167.173 Off Delaware Bay: Two-Way Traffic Route.**

The Two-Way Traffic Route is recommended for use predominantly by tug and tow traffic transiting to and from the northeast in order to separate such traffic from large, inbound vessel traffic.

(a) The Two-Way Traffic Route is bounded on the west and south by a line connecting the following geographic positions:

Latitude	Longitude
38°50.75' N	75°03.40' W
38°47.50' N	75°01.80' W
38°48.32' N	74°55.30' W
38°50.20' N	74°49.73' W
39°00.00' N	74°40.23' W

(b) The two-way traffic route is bounded on the east and north by a line

## § 167.174

connecting the following geographic positions:

Latitude	Longitude
39°00.00' N	74°41.00' W
38°50.48' N	74°50.30' W
38°48.80' N	74°55.25' W
38°48.33' N	74°59.30' W
38°49.10' N	75°01.65' W
38°51.27' N	75°02.83' W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

## § 167.174 Off Delaware Bay: Precautionary area.

A precautionary area is established as follows: from 38°42.80' N, 74°58.90' W; then northerly by an arc of eight nautical miles centered at 38°48.90' N, 75°05.60' W to 38°48.32' N, 74°55.30' W; then westerly to 38°47.50' N, 75°01.80' W; then northerly to 38°50.75' N, 75°03.40' W; then northeasterly to 38°51.27' N, 75°02.83' W; then northerly to 38°54.80' N, 75°01.60' W; then westerly by an arc of 6.7 nautical miles centered at 38°48.90' N, 75°05.60' W to 38°55.53' N, 75°05.87' W; then southwesterly to 38°54.00' N, 75°08.00' W; then southerly to 38°46.60' N, 75°03.55' W; then southeasterly to 38°42.80' N, 74°58.90' W.

Datum: NAD 83.

[CGD 97-004, 65 FR 12946, Mar. 10, 2000]

## § 167.200 In the approaches to Chesapeake Bay Traffic Separation Scheme: General.

(a) The traffic separation scheme in the approaches to Chesapeake Bay consists of three parts: a Precautionary Area, an Eastern Approach, and a Southern Approach. The Southern Approach consists of inbound and outbound lanes for vessels drawing 12.8 meters (42 feet) of fresh water or less, separated by a deep-water (DW) route for inbound and outbound vessels with drafts exceeding 12.8 meters (42 feet) in fresh water and for naval aircraft carriers. Each part is defined geographically, using North American Datum 1983 (NAD 83), in §§ 167.201, 167.202, 167.203.

(b) All vessels approaching the Traffic Separation Scheme in the Approaches to Chesapeake Bay should use

## 33 CFR Ch. I (7-1-12 Edition)

the appropriate inbound or outbound traffic lane.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994, as amended by USCG-2010-0718, 75 FR 77534, Dec. 13, 2010]

## § 167.201 In the approaches to Chesapeake Bay: Precautionary area.

A precautionary area is established bounded by a circle with a two-mile radius, centered on the following geographic position:

Latitude	Longitude
36°56.13' N	75°57.45' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994, as amended by USCG-2010-0718, 75 FR 77534, Dec. 13, 2010]

## § 167.202 In the approaches to Chesapeake Bay: Eastern approach.

(a) A separation line is established connecting the following geographical positions:

Latitude	Longitude
36°57.50' N .....	75°48.21' W.
36°56.40' N .....	75°52.40' W.
36°56.40' N .....	75°54.95' W.

(b) A traffic lane for westbound traffic is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
36°57.94' N .....	75°48.41' W.
36°56.90' N .....	75°52.40' W.
36°56.90' N .....	75°55.14' W.

(c) A traffic lane for eastbound traffic is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
36°57.04' N .....	75°48.01' W.
36°55.88' N .....	75°52.40' W.
36°55.88' N .....	75°54.95' W.

[USCG-2010-0718, 75 FR 77534, Dec. 13, 2010, as amended by USCG-2011-0257, 76 FR 31838, June 2, 2011]

## § 167.203 In the approaches to Chesapeake Bay: Southern approach.

(a) A separation line connects the following geographical positions:



## Coast Guard, DHS

## § 167.252

Latitude	Longitude
36°50.33' N .....	75°46.29' W.
36°52.90' N .....	75°51.52' W.
36°55.96' N .....	75°54.97' W.

(b) A separation line connects the following geographical positions:

Latitude	Longitude
36°55.11' N .....	75°55.23' W.
36°52.35' N .....	75°52.12' W.
36°49.70' N .....	75°46.80' W.

(c) A separation line connects the following geographical positions:

Latitude	Longitude
36°49.52' N .....	75°46.94' W.
36°52.18' N .....	75°52.29' W.
36°54.97' N .....	75°55.43' W.

(d) A separation line connects the following geographical positions:

Latitude	Longitude
36°54.44' N .....	75°56.09' W.
36°51.59' N .....	75°52.92' W.
36°48.87' N .....	75°47.42' W.

(e) A traffic lane for inbound traffic is established between the separation lines described in paragraphs (a) and (b) of this section.

(f) A traffic lane for outbound traffic is established between the separation lines described in paragraphs (c) and (d) of this section.

(g) A deep-water route is established between the separation lines described in paragraphs (b) and (c) of this section. The following vessels should use the deep-water route established in paragraph (g) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water); and

(2) Naval aircraft carriers.

(h) It is recommended that a vessel using the deep-water route established in paragraph (g) of this section—

(1) Announce its intention on VHF-FM Channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end, or Chesapeake Bay Junction Lighted Buoy CBJ on the north end of the route;

(2) Avoid, as far as practicable, overtaking other vessels operating in the deep-water route; and

(3) Keep as near to the outer limit of the route which lies on the vessel's starboard side as is safe and practicable.

(i) Vessels other than those listed in paragraph (d) of this section should not use the deep-water route.

[USCG-2010-0718, 75 FR 77535, Dec. 13, 2010]

### § 167.250 In the approaches to the Cape Fear River: General.

The traffic separation scheme (TSS) in the approaches to the Cape Fear River consists of two parts: A precautionary area and a TSS. The specific areas in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, are described in §§ 167.251 and 167.252. The geographic coordinates in §§ 167.251 and 167.252 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

[USCG-2010-0718, 75 FR 77535, Dec. 13, 2010]

### § 167.251 In the approaches to the Cape Fear River: Precautionary area.

A precautionary area is established bounded by a line connecting the following geographical positions: from 33°47.65' N, 78°04.78' W; to 33°48.50' N, 78°04.27' W; to 33°49.53' N, 78°03.10' W; to 33°48.00' N, 78°01.00' W; to 33°41.00' N, 78°01.00' W; to 33°41.00' N, 78°04.00' W; to 33°44.28' N, 78°03.02' W; then by an arc of 2 nautical miles radius, centered at 33°46.03' N, 78°05.41' W; then to the point of origin at 33°47.65' N, 78°04.78' W.

[USCG-2010-0718, 75 FR 77535, Dec. 13, 2010]

### § 167.252 In the approaches to the Cape Fear River: Traffic separation scheme.

(a) A traffic separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
33°44.94' N .....	78°04.81' W.
33°32.75' N .....	78°09.66' W.
33°34.50' N .....	78°14.70' W.
33°45.11' N .....	78°04.98' W.

## § 167.350

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
33°32.75' N .....	78°05.99' W.
33°44.38' N .....	78°03.77' W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
33°36.22' N .....	78°18.00' W.
33°46.03' N .....	78°05.41' W.

NOTE TO §167.252: A pilot boarding area is located inside the precautionary area. Due to heavy ship traffic, mariners are advised not to anchor or linger in the precautionary area except to pick up or disembark a pilot.

[USCG-2010-0718, 75 FR 77535, Dec. 13, 2010]

### ATLANTIC GULF COAST

## § 167.350 In the approaches to Galveston Bay Traffic Separation Scheme and precautionary areas.

(a) An inshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(1) 29°18.10' N	94°39.20' W
(2) 29°16.10' N	94°37.00' W
(3) 29°18.00' N	94°34.90' W
(4) 29°19.40' N	94°37.10' W
(5) 29°19.80' N	94°38.10' W

(b) A traffic separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
(6) 29°17.13' N	94°35.86' W
(7) 29°09.55' N	94°25.80' W
(8) 29°09.41' N	94°25.95' W
(9) 29°17.00' N	94°36.00' W

(c) A traffic lane for inbound (northwesterly heading) traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
(3) 29°18.00' N	94°34.90' W
(10) 29°11.20' N	94°24.00' W

## 33 CFR Ch. I (7-1-12 Edition)

(d) A traffic lane for outbound (southeasterly heading) traffic is established between the separation zone and line connecting the following geographical positions:

Latitude	Longitude
(2) 29°16.10' N	94°37.00' W
(11) 29°07.70' N	94°27.80' W

(e) An offshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(11) 29°07.70' N	94°27.80' W
(12) 29°06.40' N	94°26.20' W
(13) 29°06.40' N	94°23.90' W
(14) 29°09.10' N	94°20.60' W
(10) 29°11.20' N	94°24.00' W

NOTE: A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

[CGD 81-080, 48 FR 36456, Aug. 11, 1983. Redesignated by CGD 84-004, 52 FR 33589, Sept. 4, 1987; CGD 89-019, 54 FR 28062, July 5, 1989; 54 FR 51972, Dec. 19, 1989]

### PACIFIC WEST COAST

SOURCE: USCG-1999-5700, 65 FR 46605, July 31, 2000, unless otherwise noted.

## § 167.400 Off San Francisco Traffic Separation Scheme: General.

The Off San Francisco Traffic Separation Scheme consists of six parts: a Precautionary Area, a Northern Approach, a Southern Approach, a Western Approach, a Main Ship Channel, and an Area To Be Avoided. The specific areas in the Off San Francisco TSS and Precautionary Area are described in §§167.401 through 167.406 of this chapter. The geographic coordinates in §§167.401 through 167.406 are defined using North American Datum 1983 (NAD 83).

## § 167.401 Off San Francisco: Precautionary area.

(a)(1) A precautionary area is established bounded to the west by an arc of a circle with a radius of 6 miles centering upon geographical position 37°45.00' N, 122°41.50' W and connecting the following geographical positions:

**Coast Guard, DHS**

Latitude	Longitude
37°42.70' N	122°34.60' W.
37°50.30' N	122°38.00' W.

(2) The precautionary area is bounded to the east by a line connecting the following geographical positions:

Latitude	Longitude
37°42.70' N	122°34.60' W.
37°45.90' N	122°38.00' W.
37°50.30' N	122°38.00' W.

(b) A pilot boarding area is located near the center of the precautionary area described in paragraph (a) of this section. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

**§ 167.402 Off San Francisco: Northern approach.**

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
37°48.40' N	122°47.60' W
37°56.70' N	123°03.70' W
37°55.20' N	123°04.90' W
37°47.70' N	122°48.20' W

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°49.20' N	122°46.70' W.
37°58.00' N	123°02.70' W.

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°53.90' N	123°06.10' W.
37°46.70' N	122°48.70' W.

**§ 167.403 Off San Francisco: Southern approach.**

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
37°39.10' N	122°40.40' W.
37°27.00' N	122°40.40' W.

**§ 167.405**

Latitude	Longitude
37°27.00' N	122°43.00' W.
37°39.10' N	122°43.00' W.

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°39.30' N	122°39.20' W.
37°27.00' N	122°39.20' W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°27.00' N	122°44.30' W.
37°39.40' N	122°44.30' W.

**§ 167.404 Off San Francisco: Western approach.**

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
37°41.90' N	122°48.00' W.
37°38.10' N	122°58.10' W.
37°36.50' N	122°57.30' W.
37°41.10' N	122°47.20' W.

(b) A traffic lane for south-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°42.80' N	122°48.50' W.
37°39.60' N	122°58.80' W.

(c) A traffic lane for north-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°35.00' N	122°56.50' W.
37°40.40' N	122°46.30' W.

**§ 167.405 Off San Francisco: Main ship channel.**

(a) A separation line connects the following geographical positions:

Latitude	Longitude
37°45.90' N	122°38.00' W.
37°47.00' N	122°34.30' W.

# § 167.406

Latitude	Longitude
37°48.10' N	122°31.00' W.

(b) A traffic lane for eastbound traffic is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
37°45.80' N	122°37.70' W.
37°47.80' N	122°30.80' W.

(c) A traffic lane for westbound traffic is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
37°46.20' N	122°37.90' W.
37°46.90' N	122°35.30' W.
37°48.50' N	122°31.30' W.

# § 167.406 Off San Francisco: Area to be avoided.

A circular area to be avoided, with a radius of half of a nautical mile, is centered upon geographic position:

Latitude	Longitude
37°45.00' N	122°41.50' W.

# § 167.450 In the Santa Barbara Channel Traffic Separation Scheme: General.

The Traffic Separation Scheme in the Santa Barbara Channel is described in §§167.451 and 167.452. The geographic coordinates in §§167.451 and 167.452 are defined using North American Datum 1983 (NAD 83).

# § 167.451 In the Santa Barbara Channel: Between Point Vicente and Point Conception.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
34°20.90' N	120°30.16' W
34°04.00' N	119°15.96' W.
33°44.90' N	118°35.75' W.
33°43.20' N	118°36.95' W.
34°02.20' N	119°17.46' W.
34°18.90' N	120°30.96' W.

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

# 33 CFR Ch. I (7–1–12 Edition)

Latitude	Longitude
34°21.80' N	120°29.96' W.
34°04.80' N	119°15.16' W.
33°45.80' N	118°35.15' W.

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°42.30' N	118°37.55' W.
34°01.40' N	119°18.26' W.
34°18.00' N	120°31.16' W.

# § 167.452 In the Santa Barbara Channel: Between Point Conception and Point Arguello.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
34°20.90' N	120°30.16' W.
34°18.90' N	120°30.96' W.
34°25.70' N	120°51.81' W.
34°23.75' N	120°52.51' W.

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
34°21.80' N	120°29.96' W.
34°26.60' N	120°51.51' W.

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
34°18.00' N	120°31.16' W.
34°22.80' N	120°52.76' W.

# § 167.500 In the approaches to Los Angeles-Long Beach Traffic Separation Scheme: General.

The Traffic Separation Scheme in the approaches to Los Angeles-Long Beach consists of three parts: a Precautionary Area, a Western Approach, and a Southern Approach. The specific areas in the approaches to Los Angeles-Long Beach are described in §§167.501 through 167.503. The geographic coordinates in §§167.501 through 167.503 are

## Coast Guard, DHS

defined using North American Datum 1983 (NAD 83).

[USCG-2000-7695, 65 FR 53913, Sept. 6, 2000]

### § 167.501 In the approaches to Los Angeles-Long Beach: Precautionary area.

(a) The precautionary area consists of the water area enclosed by the Los Angeles-Long Beach breakwater and a line connecting Point Fermin Light at 33°42.30' N, 118°17.60' W, with the following geographical positions:

Latitude	Longitude
33°35.50' N	118°17.60' W.
33°35.50' N	118°09.00' W.
33°37.70' N	118°06.50' W.
33°43.40' N	118°10.80' W.

(b) Pilot boarding areas are located within the precautionary area described in paragraph (a) of this section. Specific regulations pertaining to vessels operating in these areas are contained in 33 CFR 165.1109(d).

[USCG-2000-7695, 65 FR 53913, Sept. 6, 2000]

### § 167.502 In the approaches to Los Angeles-Long Beach: Western approach.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
33°37.70' N	118°17.60' W.
33°36.50' N	118°17.60' W.
33°36.50' N	118°23.10' W.
33°43.20' N	118°36.90' W.
33°44.90' N	118°35.70' W.
33°37.70' N	118°20.90' W.

(b) A traffic lane for northbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°38.70' N	118°17.60' W.
33°38.70' N	118°20.60' W.
33°45.80' N	118°35.10' W.

(c) A traffic lane for southbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

## § 167.1301

Latitude	Longitude
33°35.50' N	118°17.60' W.
33°35.50' N	118°23.43' W.
33°42.30' N	118°37.50' W.

[USCG-2000-7695, 65 FR 53913, Sept. 6, 2000]

### § 167.503 In the approaches to Los Angeles-Long Beach TSS: Southern approach.

(a) A separation zone is established bounded by a line connecting the following geographic positions:

Latitude	Longitude
33°35.50' N	118°10.30' W.
33°35.50' N	118°12.75' W.
33°19.70' N	118°03.50' W.
33°19.00' N	118°05.60' W.

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°35.50' N	118°09.00' W.
33°20.00' N	118°02.30' W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°35.50' N	118°14.00' W.
33°18.70' N	118°06.75' W.

[USCG-2000-7695, 65 FR 53913, Sept. 6, 2000]

### § 167.1300 In the approaches to the Strait of Juan de Fuca: General.

The traffic separation scheme for the approaches to the Strait of Juan de Fuca consists of three parts: the western approach, the southwestern approach, and precautionary area "JF." These parts are described in §§167.1301 through 167.1303. The geographic coordinates in §§167.1301 through 167.1303 are defined using North American Datum (NAD 83).

[USCG-2002-12702, 75 FR 70826, Nov. 19, 2010]

### § 167.1301 In the approaches to the Strait of Juan de Fuca: Western approach.

In the western approach to the Strait of Juan de Fuca, the following are established:

**§ 167.1302**

(a) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°30.10' N	125°09.00' W
48°30.10' N	125°04.67' W
48°29.11' N	125°04.67' W
48°29.11' N	125°09.00' W

(b) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°32.09' N	125°04.67' W
48°32.09' N	125°08.98' W

(c) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°27.31' N	125°09.00' W
48°28.13' N	125°04.67' W

[USCG–2002–12702, 75 FR 70826, Nov. 19, 2010]

**§ 167.1302 In the approaches to the Strait of Juan de Fuca: Southwestern approach.**

In the southwestern approach to the Strait of Juan de Fuca, the following are established:

(a) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°23.99' N	125°06.54' W
48°27.63' N	125°03.38' W
48°27.14' N	125°02.08' W
48°23.50' N	125°05.26' W

(b) A traffic lane for north-eastbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°22.55' N	125°02.80' W
48°26.64' N	125°00.81' W

(c) A traffic lane for south-westbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°28.13' N	125°04.67' W
48°24.94' N	125°09.00' W

[USCG–2002–12702, 75 FR 70826, Nov. 19, 2010]

**33 CFR Ch. I (7–1–12 Edition)**

**§ 167.1303 In the approaches to the Strait of Juan de Fuca: Precautionary area “JF.”**

In the approaches to the Strait of Juan de Fuca, precautionary area “JF” is established and is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°32.09' N	125°04.67' W
48°30.10' N	125°04.67' W
48°29.11' N	125°04.67' W
48°28.13' N	125°04.67' W
48°27.63' N	125°03.38' W
48°27.14' N	125°02.08' W
48°26.64' N	125°00.81' W
48°28.13' N	124°57.90' W
48°29.11' N	125°00.00' W
48°30.10' N	125°00.00' W
48°32.09' N	125°00.00' W
48°32.09' N	125°04.67' W

[USCG–2002–12702, 75 FR 70826, Nov. 19, 2010]

**§ 167.1310 In the Strait of Juan de Fuca: General.**

The traffic separation scheme in the Strait of Juan de Fuca consists of five parts: the western lanes, southern lanes, northern lanes, eastern lanes, and precautionary area “PA.” These parts are described in §§ 167.1311 through 167.1315. The geographic coordinates in §§ 167.1311 through 167.1315 are defined using North American Datum (NAD 83).

[USCG–2002–12702, 75 FR 70827, Nov. 19, 2010]

**§ 167.1311 In the Strait of Juan de Fuca: Western lanes.**

In the western lanes of the Strait of Juan de Fuca, the following are established:

(a) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°29.11' N	125°00.00' W
48°29.11' N	124°43.78' W
48°13.89' N	123°54.84' W
48°13.89' N	123°31.98' W
48°14.49' N	123°31.98' W
48°17.02' N	123°56.46' W
48°30.10' N	124°43.50' W
48°30.10' N	125°00.00' W

(b) A traffic lane for north-westbound traffic.

# Coast Guard, DHS

# § 167.1314

(1) The traffic lane is established between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°16.45' N	123°30.42' W
48°15.97' N	123°33.54' W
48°18.00' N	123°56.07' W
48°32.00' N	124°46.57' W
48°32.09' N	124°49.90' W
48°32.09' N	125°00.00' W

(2) An exit from this lane between points 48°32.00' N, 124°46.57' W and 48°32.09' N, 124°49.90' W. Vessel traffic may exit this lane at this location or may remain in the lane between points 48°32.09' N, 124°49.90' W and 48°32.09' N, 125°00.00' W en route to precautionary area "JF," as described in § 167.1315.

(c) A traffic lane for south-eastbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°28.13' N	124°57.90' W
48°28.13' N	124°44.07' W
48°12.90' N	123°55.24' W
48°12.94' N	123°32.89' W

[USCG-2002-12702, 75 FR 70827, Nov. 19, 2010]

## § 167.1312 In the Strait of Juan de Fuca: Southern lanes.

In the southern lanes of the Strait of Juan de Fuca, the following are established:

(a) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°10.82' N	123°25.44' W
48°12.38' N	123°28.68' W
48°12.90' N	123°28.68' W
48°12.84' N	123°27.46' W
48°10.99' N	123°24.84' W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°11.24' N	123°23.82' W
48°12.72' N	123°25.34' W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°12.94' N	123°32.89' W
48°09.42' N	123°24.24' W

[USCG-2002-12702, 75 FR 70827, Nov. 19, 2010]

## § 167.1313 In the Strait of Juan de Fuca: Northern lanes.

In the northern lanes of the Strait of Juan de Fuca, the following are established:

(a) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°21.15' N	123°24.83' W
48°16.16' N	123°28.50' W
48°15.77' N	123°27.18' W
48°20.93' N	123°24.26' W

(b) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°21.83' N	123°25.56' W
48°16.45' N	123°30.42' W

(c) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°20.93' N	123°23.22' W
48°15.13' N	123°25.62' W

[USCG-2002-12702, 75 FR 70827, Nov. 19, 2010]

## § 167.1314 In the Strait of Juan de Fuca: Eastern lanes.

In the eastern lanes of the Strait of Juan de Fuca, the following are established:

(a) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°13.22' N	123°15.91' W
48°14.03' N	123°25.98' W
48°13.54' N	123°25.86' W
48°12.89' N	123°16.69' W

(b) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°14.27' N	123°13.41' W
48°14.05' N	123°16.08' W

# § 167.1315

# 33 CFR Ch. I (7–1–12 Edition)

48°15.13' N 123°25.62' W

(c) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°12.72' N	123°25.34' W
48°12.34' N	123°18.01' W

[USCG–2002–12702, 75 FR 70827, Nov. 19, 2010]

## § 167.1315 In the Strait of Juan de Fuca: Precautionary area “PA.”

In the Strait of Juan de Fuca, precautionary area “PA” is established and is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°12.94' N	123°32.89' W
48°13.89' N	123°31.98' W
48°14.49' N	123°31.98' W
48°16.45' N	123°30.42' W
48°16.16' N	123°28.50' W
48°15.77' N	123°27.18' W
48°15.13' N	123°25.62' W
48°14.03' N	123°25.98' W
48°13.54' N	123°25.86' W
48°12.72' N	123°25.34' W
48°12.84' N	123°27.46' W
48°12.90' N	123°28.68' W
48°12.94' N	123°32.89' W

[USCG–2002–12702, 75 FR 70827, Nov. 19, 2010]

## § 167.1320 In Puget Sound and its approaches: General.

The traffic separation scheme in Puget Sound and its approaches consists of three parts: Rosario Strait, approaches to Puget Sound other than Rosario Strait, and Puget Sound. These parts are described in §§167.1321 through 167.1323. The North American Datum (NAD 83) defines the geographic coordinates in §§167.1321 through 167.1323.

[USCG–2002–12702, 75 FR 70827, Nov. 19, 2010]

## § 167.1321 In Puget Sound and its approaches: Rosario Strait.

In Rosario Strait, the following are established:

(a) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°48.98' N	122°55.20' W
48°46.76' N	122°50.43' W

48°45.56' N	122°48.36' W
48°45.97' N	122°48.12' W
48°46.39' N	122°50.76' W
48°48.73' N	122°55.68' W

(b) A traffic lane for northbound traffic located within the separation zone described in paragraph (a) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°49.49' N	122°54.24' W
48°47.14' N	122°50.10' W
48°46.35' N	122°47.50' W

(c) A traffic lane for southbound traffic located within the separation zone described in paragraph (a) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°44.95' N	122°48.28' W
48°46.76' N	122°53.10' W
48°47.93' N	122°57.12' W

(d) Precautionary area “CA” contained within a circle of radius 1.24 miles centered at geographical position 48°45.30' N, 122°46.50' W.

(e) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°44.27' N	122°45.53' W
48°41.72' N	122°43.50' W
48°41.60' N	122°43.82' W
48°44.17' N	122°45.87' W

(f) A traffic lane for northbound traffic located within the separation zone described in paragraph (e) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°44.62' N	122°44.96' W
48°41.80' N	122°42.70' W

(g) A traffic lane for southbound traffic located within the separation zone described in paragraph (e) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°44.08' N	122°46.65' W
48°41.25' N	122°44.37' W

(h) Precautionary area “C” contained within a circle of radius 1.24 miles centered at geographical position 48°40.55' N, 122°42.80' W.



## Coast Guard, DHS

## § 167.1322

(i) A two-way route between the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°39.33' N	122°42.73' W
48°36.08' N	122°45.00' W
48°26.82' N	122°43.53' W
48°27.62' N	122°45.53' W
48°29.48' N	122°44.77' W
48°36.13' N	122°45.80' W
48°38.38' N	122°44.20' W
48°39.63' N	122°44.03' W

(j) Precautionary area “RB” bounded as follows:

(1) To the north by the arc of a circle of radius 1.24 miles centered on geographical position 48°26.38' N, 122°45.27' W and connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°25.97' N	122°47.03' W
48°25.55' N	122°43.93' W

(2) To the south by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°25.97' N	122°47.03' W
48°24.62' N	122°48.68' W
48°23.75' N	122°47.47' W
48°25.20' N	122°45.73' W
48°25.17' N	122°45.62' W
48°24.15' N	122°45.27' W
48°24.08' N	122°43.38' W
48°25.55' N	122°43.93' W

[USCG–2002–12702, 75 FR 70827, Nov. 19, 2010]

**§ 167.1322 In Puget Sound and its approaches: Approaches to Puget Sound other than Rosario Strait.**

(a) The traffic separation scheme in the approaches to Puget Sound other than Rosario Strait consists of a northeast/southwest approach, a northwest/southeast approach, a north/south approach, and an east/west approach and connecting precautionary areas.

(b) In the northeast/southwest approach consisting of two separation zones, two precautionary areas (“RA” and “ND”), and four traffic lanes, the following are established:

(1) A separation zone that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
-----------------	------------------

48°24.13' N	122°47.97' W
48°20.32' N	122°57.02' W
48°20.53' N	122°57.22' W
48°24.32' N	122°48.22' W

(2) Precautionary area “RA,” which is contained within a circle of radius 1.24 miles centered at 48°19.77' N, 122°58.57' W.

(3) A separation zone that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°16.25' N	123°06.58' W
48°16.57' N	123°06.58' W
48°19.20' N	123°00.35' W
48°19.00' N	123°00.17' W

(4) A traffic lane for northbound traffic that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(1) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°23.75' N	122°47.47' W
48°19.80' N	122°56.83' W

(5) A traffic lane for northbound traffic that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(3) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°15.70' N	123°06.58' W
48°18.67' N	122°59.57' W

(6) A traffic lane for southbound traffic that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(1) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°24.62' N	122°48.68' W
48°20.85' N	122°57.80' W

(7) A traffic lane for southbound traffic that connects with precautionary area “RA,” as described in paragraph

(b)(2) of this section, and is located between the separation zone described in paragraph (b)(3) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°19.70' N	123°00.53' W
48°17.15' N	123°06.57' W

(8) Precautionary area “ND,” which is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°11.00' N	123°06.58' W
48°17.15' N	123°06.57' W
48°14.27' N	123°13.41' W
48°12.34' N	123°18.01' W
48°12.72' N	123°25.34' W
48°11.24' N	123°23.82' W
48°10.82' N	123°25.44' W
48°09.42' N	123°24.24' W
48°08.39' N	123°24.24' W
48°11.00' N	123°06.58' W

(c) In the northwest/southeast approach consisting of two separation zones, two precautionary areas (“RA” and “SA”), and four traffic lanes, the following are established:

(1) A separation zone that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°28.72' N	123°08.53' W
48°25.43' N	123°03.88' W
48°22.88' N	123°00.82' W
48°20.93' N	122°59.30' W
48°20.82' N	122°59.62' W
48°22.72' N	123°01.12' W
48°25.32' N	123°04.30' W
48°28.39' N	123°08.64' W

(2) A separation zone that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°18.83' N	122°57.48' W
48°13.15' N	122°51.33' W
48°13.00' N	122°51.62' W
48°18.70' N	122°57.77' W

(3) A traffic lane for northbound traffic that connects with precautionary “RA,” as described in paragraph (b)(2)

of this section, and is located between the separation zone described in paragraph (c)(1) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°29.28' N	123°08.35' W
48°25.60' N	123°03.13' W
48°23.20' N	123°00.20' W
48°21.00' N	122°58.50' W

(4) A traffic lane for northbound traffic that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (c)(2) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°19.20' N	122°57.03' W
48°13.35' N	122°50.63' W

(5) A traffic lane for southbound traffic that connects with precautionary “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (c)(1) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°27.86' N	123°08.81' W
48°25.17' N	123°04.98' W
48°22.48' N	123°01.73' W
48°20.47' N	123°00.20' W

(6) A traffic lane for southbound traffic connecting with precautionary area “RA,” as described in paragraphs (b)(2) of this section, and is located between the separation zone described in paragraph (c)(2) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°18.52' N	122°58.50' W
48°12.63' N	122°52.15' W

(7) Precautionary area “SA,” which is contained within a circle of radius 2 miles centered at geographical position 48°11.45' N, 122°49.78' W.

(d) In the north/south approach between precautionary areas “RB” and “SA,” as described in paragraph (b)(2) and (c)(7) of this section, respectively, the following are established:

# Coast Guard, DHS

# § 167.1323

(1) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°24.15' N	122°44.08' W
48°13.33' N	122°48.78' W
48°13.38' N	122°49.15' W
48°24.17' N	122°44.48' W

(2) A traffic lane for northbound traffic located between the separation zone described in paragraph (d)(1) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°24.08' N	122°43.38' W
48°13.10' N	122°48.12' W

(3) A traffic lane for southbound traffic located between the separation zone described in paragraph (d)(1) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°24.15' N	122°45.27' W
48°13.43' N	122°49.90' W

(e) In the east/west approach between precautionary areas “ND” and “SA,” as described in paragraphs (b)(8) and (c)(7) of this section, respectively, the following are established:

(1) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°11.50' N	122°52.73' W
48°11.73' N	122°52.70' W
48°12.48' N	123°06.58' W
48°12.23' N	123°06.58' W

(2) A traffic lane for northbound traffic between the separation zone described in paragraph (e)(1) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°12.22' N	122°52.52' W
48°12.98' N	123°06.58' W

(3) A traffic lane for southbound traffic between the separation zone described in paragraph (e)(1) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°11.73' N	123°06.58' W
48°10.98' N	122°52.65' W

[USCG–2002–12702, 75 FR 70827, Nov. 19, 2010]

## § 167.1323 In Puget Sound and its approaches: Puget Sound.

The traffic separation scheme in Puget Sound consists of six separation zones and two traffic lanes connected by six precautionary areas. The following are established:

(a) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°11.08' N	122°46.88' W
48°06.85' N	122°39.52' W
48°02.48' N	122°38.17' W
48°02.43' N	122°38.52' W
48°06.72' N	122°39.83' W
48°10.82' N	122°46.98' W

(b) Precautionary area “SC,” which is contained within a circle of radius 0.62 miles, centered at 48°01.85' N, 122°38.15' W.

(c) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°01.40' N	122°37.57' W
47°57.95' N	122°34.67' W
47°55.85' N	122°30.22' W
47°55.67' N	122°30.40' W
47°57.78' N	122°34.92' W
48°01.28' N	122°37.87' W

(d) Precautionary area “SE,” which is contained within a circle of radius 0.62 miles, centered at 47°55.40' N, 122°29.55' W.

(e) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
47°54.85' N	122°29.18' W
47°46.52' N	122°26.30' W
47°46.47' N	122°26.62' W
47°54.80' N	122°29.53' W

(f) Precautionary area “SF,” which is contained within a circle of radius 0.62 miles, centered at 47°45.90' N, 122°26.25' W.

(g) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
47°45.20' N	122°26.25' W
47°40.27' N	122°27.55' W
47°40.30' N	122°27.88' W

**§ 167.1330**

**33 CFR Ch. I (7–1–12 Edition)**

47°45.33' N 122°26.60' W

(h) Precautionary area “SG,” which is contained within a circle of radius 0.62 miles, centered at 47°39.68' N, 122°27.87' W.

(i) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
47°39.12' N	122°27.62' W
47°35.18' N	122°27.08' W
47°35.17' N	122°27.35' W
47°39.08' N	122°27.97' W

(j) Precautionary area “T,” which is contained within a circle of radius 0.62 miles, centered at 47°34.55' N, 122°27.07' W.

(k) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
47°34.02' N	122°26.70' W
47°26.92' N	122°24.10' W
47°23.07' N	122°20.98' W
47°19.78' N	122°26.58' W
47°19.98' N	122°26.83' W
47°23.15' N	122°21.45' W
47°26.85' N	122°24.45' W
47°33.95' N	122°27.03' W

(l) Precautionary area “TC,” which is contained within a circle of radius 0.62 miles, centered at 47°19.48' N, 122°27.38' W.

(m) A traffic lane for northbound traffic that connects with precautionary areas “SC,” “SE,” “SF,” “SG,” “T,” and “TC,” as described in paragraphs (b), (d), (f), (h), (j), and (k) of this section, respectively, and is located between the separation zones described in paragraphs (a), (c), (e), (g), (i), and (k) of this section, respectively, and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°11.72' N	122°46.83' W
48°07.13' N	122°38.83' W
48°02.10' N	122°37.32' W
47°58.23' N	122°34.07' W
47°55.83' N	122°28.80' W
47°45.92' N	122°25.33' W
47°39.68' N	122°26.95' W
47°34.65' N	122°26.18' W
47°27.13' N	122°23.40' W
47°23.33' N	122°20.37' W
47°22.67' N	122°20.53' W
47°19.07' N	122°26.75' W

(n) A traffic lane for southbound traffic that connects with precautionary areas “SC,” “SE,” “SF,” “SG,” “T,” and “TC,” as described in paragraphs (b), (d), (f), (h), (j), and (k) of this section, respectively, and is located between the separation zones described in paragraphs (a), (c), (e), (g), (i), and (k) of this section, respectively, and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°10.15' N	122°47.58' W
48°09.35' N	122°45.55' W
48°06.45' N	122°40.52' W
48°01.65' N	122°30.03' W
47°57.47' N	122°35.45' W
47°55.07' N	122°30.35' W
47°45.90' N	122°27.18' W
47°39.70' N	122°28.78' W
47°34.47' N	122°27.98' W
47°26.63' N	122°25.12' W
47°23.25' N	122°22.42' W
47°20.00' N	122°27.90' W

[USCG–2002–12702, 75 FR 70827, Nov. 19, 2010]

**§ 167.1330 In Haro Strait, Boundary Pass, and the Strait of Georgia: General.**

The traffic separation scheme in Haro Strait, Boundary Pass, and the Strait of Georgia consists of a series of traffic separation schemes, two-way routes, and five precautionary areas. These parts are described in §§ 167.1331 and 167.1332. The geographic coordinates in §§ 167.1331 and 167.1332 are defined using North American Datum (NAD 83).

[USCG–2002–12702, 75 FR 70830, Nov. 19, 2010]

**§ 167.1331 In Haro Strait and Boundary Pass.**

In Haro Strait and Boundary Pass, the following are established:

(a) Precautionary area “V,” which is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°23.15' N	123°21.12' W
48°23.71' N	123°23.88' W
48°21.83' N	123°25.56' W
48°21.15' N	123°24.83' W
48°20.93' N	123°24.26' W
48°20.93' N	123°23.22' W
48°21.67' N	123°21.12' W
48°23.15' N	123°21.12' W

(b) A separation zone that connects with precautionary area “V,” as described in paragraph (a) of this section, and is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°22.25' N	123°21.12' W
48°22.25' N	123°17.95' W
48°23.88' N	123°13.18' W
48°24.30' N	123°13.00' W
48°22.55' N	123°18.05' W
48°22.55' N	123°21.12' W

(c) A traffic lane for eastbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°21.67' N	123°21.12' W
48°21.67' N	123°17.70' W
48°23.10' N	123°13.50' W

(d) A traffic lane for westbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°25.10' N	123°12.67' W
48°23.15' N	123°18.30' W
48°23.15' N	123°21.12' W

(e) Precautionary area “DI,” which is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°23.10' N	123°13.50' W
48°24.30' N	123°09.95' W
48°26.57' N	123°09.22' W
48°25.10' N	123°12.67' W
48°23.10' N	123°13.50' W

(f) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°25.96' N	123°10.65' W
48°27.16' N	123°10.25' W
48°28.77' N	123°10.84' W
48°29.10' N	123°11.59' W
48°25.69' N	123°11.28' W

(g) A traffic lane for northbound traffic located between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
-----------------	------------------

48°26.57' N	123°09.22' W
48°27.86' N	123°08.81' W

(h) A traffic lane for southbound traffic located between the separation zone described in paragraph (e) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°29.80' N	123°13.15' W
48°25.10' N	123°12.67' W

(i) Precautionary area “HS,” which is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°27.86' N	123°08.81' W
48°29.28' N	123°08.35' W
48°30.55' N	123°10.12' W
48°31.60' N	123°10.65' W
48°32.83' N	123°13.45' W
48°29.80' N	123°13.15' W
48°27.86' N	123°08.81' W

(j) A two-way route between the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°31.60' N	123°10.65' W
48°35.21' N	123°12.61' W
48°38.37' N	123°12.36' W
48°39.41' N	123°13.14' W
48°39.41' N	123°16.06' W
48°32.83' N	123°13.45' W

(k) Precautionary area “TP,” which is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°41.06' N	123°11.04' W
48°42.23' N	123°11.35' W
48°43.80' N	123°10.77' W
48°43.20' N	123°16.06' W
48°39.41' N	123°16.06' W
48°39.32' N	123°13.14' W
48°39.76' N	123°11.84' W

(l) A two-way route between the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°42.23' N	123°11.35' W
48°45.51' N	123°01.82' W
48°47.78' N	122°59.12' W
48°48.19' N	123°00.84' W
48°46.43' N	123°03.12' W
48°43.80' N	123°10.77' W

[USCG-2002-12702, 75 FR 70830, Nov. 19, 2010]

§ 167.1332

33 CFR Ch. I (7–1–12 Edition)

§ 167.1332 In the Strait of Georgia.

In the Strait of Georgia, the following are established:

(a) Precautionary area “GS,” which is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°52.30' N	123°07.44' W
48°54.81' N	123°03.66' W
48°49.49' N	122°54.24' W
48°47.93' N	122°57.12' W
48°47.78' N	122°59.12' W
48°48.19' N	123°00.84' W
48°52.30' N	123°07.44' W

(b) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°53.89' N	123°05.04' W
48°56.82' N	123°10.08' W
48°56.30' N	123°10.80' W
48°53.39' N	123°05.70' W

(c) A traffic lane for north-westbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°54.81' N	123°03.66' W
48°57.68' N	123°08.76' W

(d) A traffic lane for south-eastbound traffic between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°55.34' N	123°12.30' W
48°52.30' N	123°07.44' W

(e) Precautionary area “PR,” which is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
48°55.34' N	123°12.30' W
48°57.68' N	123°08.76' W
49°02.20' N	123°16.28' W
49°00.00' N	123°19.69' W

(f) A separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
49°01.39' N	123°17.53' W
49°03.84' N	123°21.30' W
49°03.24' N	123°22.41' W
49°00.75' N	123°18.52' W

(g) A traffic lane for north-westbound traffic located between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
49°02.20' N	123°16.28' W
49°04.52' N	123°20.04' W

(h) A traffic lane for south-eastbound traffic between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
49°02.51' N	123°23.76' W
49°00.00' N	123°19.69' W

[USCG–2002–12702, 75 FR 70830, Nov. 19, 2010]

§ 167.1700 In Prince William Sound: General.

The Prince William Sound Traffic Separation Scheme consists of four parts: Prince William Sound Traffic Separation Scheme, Valdez Arm Traffic Separation Scheme, and two precautionary areas. These parts are described in §§167.1701 through 167.1703. The geographic coordinates in §§167.1701 through 167.1703 are defined using North American Datum 1983 (NAD 83).

[USCG–2001–10254, 67 FR 53743, Aug. 19, 2002]

§ 167.1701 In Prince William Sound: Precautionary areas.

(a) *Cape Hinchinbrook*. A precautionary area is established and is bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
60°20.59' N	146°48.18' W
60°12.67' N	146°40.43' W
60°11.01' N	146°28.65' W
60°05.47' N	146°00.01' W
60°00.81' N	146°03.53' W
60°05.44' N	146°27.58' W
59°51.80' N	146°37.51' W
59°53.52' N	146°46.84' W
60°07.76' N	146°36.24' W
60°11.51' N	146°46.64' W
60°20.60' N	146°54.31' W

(b) *Bligh Reef*. A precautionary area is established of radius 1.5 miles centered at geographical position 60°49.63' N, 147°01.33' W.

(c) *Pilot boarding area*. A pilot boarding area located near the center of the

## Coast Guard, DHS

## § 168.01

Bligh Reef precautionary area is established. Regulations for vessels operating in these areas are in §165.1109(d) of this chapter.

[USCG-2001-10254, 67 FR 53743, Aug. 19, 2002]

### § 167.1702 In Prince William Sound: Prince William Sound Traffic Separation Scheme.

The Prince William Sound Traffic Separation Scheme consists of the following:

(a) A separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°20.77' N	146°52.31' W
60°48.12' N	147°01.78' W
60°48.29' N	146°59.77' W
60°20.93' N	146°50.32' W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°20.59' N	146°48.18' W
60°49.49' N	146°58.19' W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°49.10' N	147°04.19' W
60°20.60' N	146°54.31' W

[USCG-2001-10254, 67 FR 53743, Aug. 19, 2002]

### § 167.1703 In Prince William Sound: Valdez Arm Traffic Separation Scheme.

The Valdez Arm Traffic Separation Scheme consists of the following:

(a) A separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°51.08' N	147°00.33' W
60°58.60' N	146°48.10' W
60°58.30' N	146°47.10' W
60°50.45' N	146°58.75' W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°49.39' N	146°58.19' W
60°58.04' N	146°46.52' W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°58.93' N	146°48.86' W
60°50.61' N	147°03.60' W

[USCG-2001-10254, 67 FR 53743, Aug. 19, 2002]

## PART 168—ESCORT REQUIREMENTS FOR CERTAIN TANKERS

Sec.

- 168.01 Purpose.
- 168.05 Definitions.
- 168.10 Responsibilities.
- 168.20 Applicable vessels.
- 168.30 Applicable cargoes.
- 168.40 Applicable waters and number of escort vessels.
- 168.50 Performance and operational requirements.
- 168.60 Pre-escort conference.

AUTHORITY: Section 4116(c), Pub. L. 101-380, 104 Stat. 520 (46 U.S.C. 3703 note); Department of Homeland Security Delegation No. 170.1, para. 2(82).

SOURCE: CGD 91-202, 59 FR 42968, Aug. 19, 1994, unless otherwise noted.

### § 168.01 Purpose.

(a) This part prescribes regulations in accordance with section 4116(c) of the Oil Pollution Act of 1990 (OPA 90) (Pub. L. 101-380). The regulations will reduce the risk of oil spills from laden, single hull tankers over 5,000 GT by requiring that these tankers be escorted by at least two suitable escort vessels. The escort vessels will be immediately available to influence the tankers' speed and course in the event of a steering or propulsion equipment failure, thereby reducing the possibility of groundings or collisions.

(b) The regulations in this part establish minimum escort vessel requirements. Nothing in these regulations should be construed as relieving the master of a tanker from the duty to operate the vessel in a safe and prudent manner, taking into account the navigational constraints of the waterways